

Remarks

Applicants acknowledge with appreciation the indication of the allowance of claims 38 through 45 and the allowability of claims 2 through 21, 24, 27 through 37, 51 and 52. Rejected claim 1 has been amended to more clearly define the invention and distinguish it over the patent to Edahiro et al, and claims 22, 23 and 25 have been cancelled.

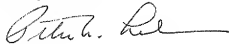
Claim 1 as amended provides for a steering system including a steering shaft provided with a wheel, a torque transmitting main shaft supported longitudinally on the vehicle, means operatively interconnecting the steering shaft and the main shaft for transmitting rotary motion from the steering shaft to rotary motion of the main shaft, first transversely displaceable means operatively interconnecting knuckle brackets of one set of steerable wheels and means detached from the steering shaft operatively interconnecting the main shaft and the first transversely displaceable means for translating rotary motion of the main shaft to linear motion of such first transversely displaceable means. In this regard, it is submitted that such structure is not disclosed in Edahiro et al cited as an anticipation of such claim.

Referring to the Edahiro et al patent, it is to be noted that there is disclosed a steering system differing from the system of claim 1, clearly providing a first transversely displaceable means operatively interconnecting knuckle brackets of a set of steerable wheels but not means detached from the steering shaft, operatively connected from the main shaft and such first transversely displaceable means for translating rotary motion of the main shaft to linear motion of the first transversely displaceable means. What Edahiro et al does disclose is a steering wheel 2, a first transversely displaceable rod 4 operatively interconnecting knuckle brackets 5L and 5R of a first set of wheels, a rack and pinion mechanism 3 which converts the rotary motion of steering wheel 2 to linear motion of transversely displaceable rod 4 and a second rack and pinion mechanism 20 which converts linear motion of transversely displaceable rod 4 to rotary motion

of main shaft 23. Transversely displaceable rod 4 is not detached from steering wheel 2 and rack and pinion mechanism 20 does not convert rotary motion of main shaft 23 to linear motion of transversely disposed rod 4. Accordingly, it would appear that Edahiro et al does not disclose the structure of claim 1.

In view of the foregoing, it respectfully is requested that the rejection of claim 1 be withdrawn, such claim and claims dependent thereon be allowed and further that the application be passed to issue. The Commissioner is hereby authorized to charge any underpayment of fees or credit any overpayment of fees in connection with this communication to Deposit Account 19-4375.

Respectfully submitted,



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